

Daily Eagle
M. M. MURDOCK, Editor
R. P. MURDOCK, Business Mgr.
M. M. MURDOCK & BROS.
Publishers and Proprietors.
Members of the American Newspaper Association.

All letters pertaining to the business of the printing department, bindery, subscription or advertising, must be addressed to the business manager, Mr. M. M. Murdock, at the office of the paper. The only paper in the state of Kansas or Oklahoma receiving the complete Associated Press report.

TERMS OF SUBSCRIPTION—DAILY.
By carrier, postage prepaid, 10c per week.
Daily, one copy one month, \$1.00.
Daily, one copy three months, \$2.50.
Daily, one copy six months, \$4.50.
Daily, one copy one year, \$8.00.
Three times a week, one year, \$4.00.
Six times a week, one year, \$5.00.
Two times a week, one year, \$3.00.
Sunday, per year, \$1.00.

TO ADVERTISERS.
Rates of advertising known upon application.
The proprietors reserve the right to reject and discontinue any advertisement contracted for either by themselves or their agents.
Entered in the postoffice at Wichita, Kansas, as second-class matter, under postoffice No. 100, on July 1, 1898, under special rate of postage provided for in act of October 3, 1879, authorized by act of October 3, 1879, authorized by act of October 3, 1879.

NEW NATIONS BIRTH

Nicaragua, Salvador and Honduras are No More.

FEDERATION IS IN EFFECT

United States of Central America Is Its Title.

Washington, Nov. 3.—A complete transformation of the geography of Central America occurred on November 1, by the birth of a new republic, the United States of Central America, and the disappearance of the republics of Nicaragua, Salvador and Honduras, except as states of the new union. Senor Correa, charge d'affaires of these republics during their transition stage has received detailed information of the change effected and the form of government of the new republic. As indicating the dignity and importance of the United States of Central America, Mr. Correa points out that it has a population of about 2,000,000, an area of about 110,000 square miles, a great stretch of seacoast on the Atlantic and Pacific, and the site of the Nicaragua canal, through which commerce will ultimately pass from ocean to ocean.

HISTORY OF THE MOVEMENT.
The movement to form the new republic began on June 20, 1895, when the three presidents, Zelaya of Nicaragua, Gutierrez of Salvador and Benitez of Honduras, formed the treaty of Amapala. This provided for a union on the foreign affairs of the three countries and created a diet which directed those foreign affairs. It did not amount to a national union, however, and in the opinion of the state department, was not a government having the attributes of sovereignty, but merely a confederation of separate governments for the purpose of conducting their foreign affairs in common. The diet therefore recommended the formation of a general assembly, with 20 delegates from each of the three countries, to draw up a federal constitution. The assembly met on June 20 last, the anniversary of the treaty of Amapala.

THE CONSTITUTION.
On August 27 last, a constitution for the new republic was finally drawn up and signed with due formality. The general character of the new government is shown in the communication received by General Correa from the secretary of the assembly. It states that the new order of things goes into force on November 1, the name of the republic being the United States of Central America, formed of Nicaragua, Salvador, and Honduras. Provision is made for the admission of Guatemala and Costa Rica, if they desire to join the new union. A federal form of government is adopted, the boundary lines of the state being continued as heretofore, except as changed by each ceding one department to form a federal district, similar to the district of Columbia, where the seat of federal government is to be located. This ceded district surrounds the Gulf of Fonseca on the Pacific side, and the capital is temporarily located at Amapala on the Tigris Island, lying in the Gulf of Fonseca. The capital will remain here until the congress of the new republic select a permanent site for it.

The constitution provides for a president, elected for four years, by the direct vote of the people, with a provision against immediate re-election. It is provided also that the three presidents shall not be eligible at the first election, thus removing all possibility of influences favorable to one of the executives. The president is made the commander-in-chief of the army and navy and his functions are much the same line of those of the president of the United States. The inauguration of the president is fixed for March 1, next, and in the meantime, from February 1, the executive power will be directed by a council of three, elected by the general assembly, these three being General Majors of Nicaragua, Gallages of Salvador and Benitez of Honduras. The presidential election occurs at the first session in December and at the same time representatives to the new house of representatives will be elected.

The legislative power is given to a congress of two houses, the senate being made up of six senators from each state and three from the federal district, while the house of representatives has one representative for each 20,000 inhabitants. This makes a senate of twenty-one members and a house of about seventy members. The congress meets March 1, next, the inauguration of the president following on the 15th.

The federal judiciary provided by the constitution is patterned after the system of the United States, and, indeed, throughout the constitution, there is a close resemblance to the system in this country. The governments of Nicaragua, Salvador and Honduras become states, their present presidents giving way to governors. The states retain control over affairs of a purely local character and have legislative and direct local affairs, much as the states in the United States control their local affairs.

NICARAGUA CANAL.
The Nicaragua canal project will hereafter be under the direction of the new republic, as it is a national question. The constitution provides, however, that all obligations of the separate states entered into prior to November 1 will be upheld so that any concessions made by Nicaragua prior to that date will be operated. From now on, however, it will be the United States of Central America, instead of Nicaragua, which will have entire control over the inter-oceanic canal route.

Senor Correa says the new form of government is well suited to strengthen and develop the countries of Central America, giving them a mutual interest and a joint force of arms sufficient to keep in abeyance the revolutionary spirit which has found expression from time to time while the republics were separated.

KANSAS WEATHER FOR OCTOBER

Snowfall Recorded the Earliest of Any Description on Record.
Lawrence, Kan., Nov. 2.—(Special.)—The following is the weather report for October, prepared by Chancellor F. H. Snow, of the University of Kansas, from observations taken at Lawrence:
Compared with the October averages, the past month was cool, rainy and windy. It is notable chiefly for the snowfall of the seventeenth, which is the earliest of any description on record. This came twenty-five days earlier than the average date, and exceeded in depth the entire snowfall of all the thirty preceding October on record. The total depth of snow for the month was five inches. The first white frost of the season occurred on the nineteenth, fourteen days later than the average.

DR. PRICES
CREAM BAKING POWDER
Awarded
Highest Honors, World's Fair
Gold Medal, Midwinter Fair

are date. The mean cloudiness for the month was considerably above the average. The humidity was somewhat above, and the mean barometer was slightly below the average.

Mean temperature—42.57 degrees, which is 1.32 degrees below the October average. The highest temperature was 58 degrees, recorded on the second; the lowest was 25.5 degrees, on the twenty-sixth, giving a range of 32.5 degrees. Mean temperature at 7 a. m., 47.43 degrees; at 2 p. m., 52.61 degrees; at 5 p. m., 52.22 degrees.

Rainfall—including melted snow, 4.17 inches, which is 1.45 inches above the October average. The entire rainfall for the month of 1898, not completed, is 41.95 inches, which is 3.57 inches above the average for the same months in thirty years preceding. Rain or snow in measurable quantities fell on eight days. There were three thunder showers during the month.

Main cloudiness—47.36 per cent of the sky, the cloud being 11.38 per cent denser than usual. Five times, but not for the month of 1898, not completed, is 41.95 inches, which is 3.57 inches above the average for the same months in thirty years preceding. Rain or snow in measurable quantities fell on eight days. There were three thunder showers during the month.

Wind—North, six times; northeast, twelve times; east, two times; southeast, twenty-one times; south, five times; southwest, six times; west, five times; northwest, thirty-two times. The total run of the wind was 12,156 miles, which is 945 miles above the October average. This gives a mean hourly velocity of 16.35 miles an hour, between 9 and 10 a. m., on the seventeenth.

Barometer—Mean for the month, 29.110 inches; at 7 a. m., 29.124 inches; at 2 p. m., 29.095 inches; at 5 p. m., 29.112 inches; minimum, 28.935 inches, at 7 a. m. on the 18th; monthly range, .024 inches. Relative humidity—Mean for the month, 70.24 inches; at 7 a. m., 70.71; at 2 p. m., 70.41; at 5 p. m., 71.22; greatest, 100, at 7 a. m. on the 17th and 18th; least, 22, at 2 p. m. on the 22d. There were three fogs during the month.

NO GARRISONING IN THEIR

Volunteer Officers to Resign if the Keep-Em Policy Wins
San Francisco, Nov. 2.—The transport Peru which has arrived from Manila brought fifteen soldiers and sailors, including a number of officers. The few that were sick on the departure of the vessel are now nearly recovered. Colonel J. B. Pratt, of the First Nebraska regiment, is an exception. He is seriously ill with gastritis and was confined to his bed during the voyage.

The trip was uneventful. The color sergeant, Palmer, says that many of the volunteer officers say that as soon as it becomes evident that this country will hold the Philippines they will resign in their resignations immediately. When the Peru left Manila there were 1,500 sick among the men and the physicians were seriously distressed at the prospect that smallpox was making. According to Palmer, in one day there were ten deaths from smallpox. Captain Linn said that he knew of five deaths from that disease in a single day. The fifth poured into the camp by the Chinese was said to be a private of company I, who was behind through the head, and immediately an officer rushed back to tell the Californians in the rear to cease their firing.

Atlanta, Ga., Nov. 2.—Word has been received here from Colorado Springs, Col., that Thomas H. Cobb, of this city, died there today of consumption. Mr. Cobb was a brilliant and eloquent lawyer, and connected with the prominent family of Georgia of that name.

Columbus, O., Nov. 2.—Ben Wheeler, while handcuffed, jumped from the window of a Parahand train running at the rate of sixty miles an hour and made good his escape from a Columbus detective. No trace of him can be found and the undoubtedly escaped unhurt.

Wilkesbarre, Pa., Nov. 2.—Sixteen coal cars were wrecked by a broken axle on the Lehigh Valley railroad near White Haven last night. The track was not cleared until this morning. While talking to the press, the late Samuel Stoenor, of White Haven, was struck by an engine and instantly killed.

Youngstown, O., Nov. 2.—A statement issued today regarding the affairs of J. C. Stauffer, the missing Columbian and Lecombe creamery operator, discloses the fact that his liabilities aggregate upward of \$200,000 in excess of his assets. Cards and notices have been issued, and he is responsible for his default.

TO RETIRE THE DOOM

Veteran Klondiker Comes Back to God's Country.

RICHNESS NOT OVERSTATED

Hard Luck Tales Due to Failure Through Ignorance.

Chicago, Ill., Nov. 2.—Captain John J. Healy, vice president of the North American Transportation and Trading company, who has just returned from a six years' sojourn in the Klondike, in an interview today said:

"The truth about the Yukon country is that it will yield about \$20,000,000 between now and next October, and with the completion of government roads and the operation of quartz mining machinery the output will amount to \$100,000,000 in gold annually. In less than five years 100,000 whites will be at work in the Yukon and a hundred years of steady labor will not exhaust profitable mining in Alaska.

"It is absolutely impossible to give a fair and adequate idea of the Yukon gold fields by description. That can only be gained by actually seeing the diggings. I wish my words were when I say that if the capitalists of the world could see with their own eyes the operations now going on there, they would be glad to toss into the laps of the officials of this company \$20,000,000 for its holdings alone.

"Now the question arises: How are these statements to be reconciled with the hard luck tales brought out of the Yukon by the men who have brought with them only a few thousand dollars in dust and nuggets? Whether it is believed or not, the simple truth is this: Scores of men who have gone to that country don't know pay dirt when they see it. They are farmers and greenhorns and cannot see a sluice box or make a sluice to save their lives. A sluice box must have a certain pitch or the washings will not pan out. Some are quick to catch on to these things while others are not."

CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of J. C. Watson

TELEGRAPHIC BRIEFS

Cincinnati, O., Nov. 2.—R. F. Pierce, receiver of the Clover Leaf system, and president of the Indiana, Decatur and Western railroad, is much improved. Mr. Pierce expects to be out tomorrow.

Minneapolis, Minn., Nov. 2.—The Thompson wagon factory at St. Louis park, a suburb of Minneapolis, has burned to the ground with seven loaded freight cars. The factory had just been leased by Lindas Bros. Loss, \$60,000.

Champaign, Ill., Nov. 2.—Richard Collier was today found guilty of murder. The jury fixed the penalty at death. Collier killed Charles Freyberger, at Sidney, September 2, Collier's brother is on trial as accessory to the murder.

Sedalia, Mo., Nov. 2.—Major Linton Snapp, aged 90 years, a native of Ballard county, Kentucky, is dead at his home here, of heart disease. He has held several official positions, among them being tax collector at Louisville, Ky.

Washington, D. C., Nov. 2.—Charles Bunn, a well-known Seventh street dealer in dry goods and notions, made an attempt to escape from the police, but was captured. Assets, \$25,000; liabilities, \$175,000. Real estate operations were at least a partial cause for the failure.

Lexington, Ky., Nov. 2.—A hospital train left Camp Hamilton this afternoon for Fort Thomas, Ky., with 117 convalescent patients for various regiments. There are 250 patients still in the hospital here. There have been forty-three deaths of the 2,460 patients.

Atlanta, Ga., Nov. 2.—Word has been received here from Colorado Springs, Col., that Thomas H. Cobb, of this city, died there today of consumption. Mr. Cobb was a brilliant and eloquent lawyer, and connected with the prominent family of Georgia of that name.

RAILROAD TIME TABLES

ATCHISON, TOPEKA & SANTA FE
NORTH AND EAST.
Arrive Leave Arrive Leave
No. 10, Atchison to Topeka, 9:30 a.m.
No. 11, Topeka to Atchison, 10:30 a.m.
No. 12, Atchison to Topeka, 1:30 p.m.
No. 13, Topeka to Atchison, 2:30 p.m.
No. 14, Atchison to Topeka, 5:30 p.m.
No. 15, Topeka to Atchison, 6:30 p.m.

ATCHISON, TOPEKA & SANTA FE
SOUTH AND WEST.
Arrive Leave Arrive Leave
No. 16, Atchison to Topeka, 9:30 a.m.
No. 17, Topeka to Atchison, 10:30 a.m.
No. 18, Atchison to Topeka, 1:30 p.m.
No. 19, Topeka to Atchison, 2:30 p.m.
No. 20, Atchison to Topeka, 5:30 p.m.
No. 21, Topeka to Atchison, 6:30 p.m.

ATCHISON, TOPEKA & SANTA FE
NORTH AND EAST.
Arrive Leave Arrive Leave
No. 22, Atchison to Topeka, 9:30 a.m.
No. 23, Topeka to Atchison, 10:30 a.m.
No. 24, Atchison to Topeka, 1:30 p.m.
No. 25, Topeka to Atchison, 2:30 p.m.
No. 26, Atchison to Topeka, 5:30 p.m.
No. 27, Topeka to Atchison, 6:30 p.m.

ATCHISON, TOPEKA & SANTA FE
SOUTH AND WEST.
Arrive Leave Arrive Leave
No. 28, Atchison to Topeka, 9:30 a.m.
No. 29, Topeka to Atchison, 10:30 a.m.
No. 30, Atchison to Topeka, 1:30 p.m.
No. 31, Topeka to Atchison, 2:30 p.m.
No. 32, Atchison to Topeka, 5:30 p.m.
No. 33, Topeka to Atchison, 6:30 p.m.

ATCHISON, TOPEKA & SANTA FE
NORTH AND EAST.
Arrive Leave Arrive Leave
No. 34, Atchison to Topeka, 9:30 a.m.
No. 35, Topeka to Atchison, 10:30 a.m.
No. 36, Atchison to Topeka, 1:30 p.m.
No. 37, Topeka to Atchison, 2:30 p.m.
No. 38, Atchison to Topeka, 5:30 p.m.
No. 39, Topeka to Atchison, 6:30 p.m.

ATCHISON, TOPEKA & SANTA FE
SOUTH AND WEST.
Arrive Leave Arrive Leave
No. 40, Atchison to Topeka, 9:30 a.m.
No. 41, Topeka to Atchison, 10:30 a.m.
No. 42, Atchison to Topeka, 1:30 p.m.
No. 43, Topeka to Atchison, 2:30 p.m.
No. 44, Atchison to Topeka, 5:30 p.m.
No. 45, Topeka to Atchison, 6:30 p.m.

ATCHISON, TOPEKA & SANTA FE
NORTH AND EAST.
Arrive Leave Arrive Leave
No. 46, Atchison to Topeka, 9:30 a.m.
No. 47, Topeka to Atchison, 10:30 a.m.
No. 48, Atchison to Topeka, 1:30 p.m.
No. 49, Topeka to Atchison, 2:30 p.m.
No. 50, Atchison to Topeka, 5:30 p.m.
No. 51, Topeka to Atchison, 6:30 p.m.

ATCHISON, TOPEKA & SANTA FE
SOUTH AND WEST.
Arrive Leave Arrive Leave
No. 52, Atchison to Topeka, 9:30 a.m.
No. 53, Topeka to Atchison, 10:30 a.m.
No. 54, Atchison to Topeka, 1:30 p.m.
No. 55, Topeka to Atchison, 2:30 p.m.
No. 56, Atchison to Topeka, 5:30 p.m.
No. 57, Topeka to Atchison, 6:30 p.m.

ATCHISON, TOPEKA & SANTA FE
NORTH AND EAST.
Arrive Leave Arrive Leave
No. 58, Atchison to Topeka, 9:30 a.m.
No. 59, Topeka to Atchison, 10:30 a.m.
No. 60, Atchison to Topeka, 1:30 p.m.
No. 61, Topeka to Atchison, 2:30 p.m.
No. 62, Atchison to Topeka, 5:30 p.m.
No. 63, Topeka to Atchison, 6:30 p.m.

ATCHISON, TOPEKA & SANTA FE
SOUTH AND WEST.
Arrive Leave Arrive Leave
No. 64, Atchison to Topeka, 9:30 a.m.
No. 65, Topeka to Atchison, 10:30 a.m.
No. 66, Atchison to Topeka, 1:30 p.m.
No. 67, Topeka to Atchison, 2:30 p.m.
No. 68, Atchison to Topeka, 5:30 p.m.
No. 69, Topeka to Atchison, 6:30 p.m.

ATCHISON, TOPEKA & SANTA FE
NORTH AND EAST.
Arrive Leave Arrive Leave
No. 70, Atchison to Topeka, 9:30 a.m.
No. 71, Topeka to Atchison, 10:30 a.m.
No. 72, Atchison to Topeka, 1:30 p.m.
No. 73, Topeka to Atchison, 2:30 p.m.
No. 74, Atchison to Topeka, 5:30 p.m.
No. 75, Topeka to Atchison, 6:30 p.m.

ATCHISON, TOPEKA & SANTA FE
SOUTH AND WEST.
Arrive Leave Arrive Leave
No. 76, Atchison to Topeka, 9:30 a.m.
No. 77, Topeka to Atchison, 10:30 a.m.
No. 78, Atchison to Topeka, 1:30 p.m.
No. 79, Topeka to Atchison, 2:30 p.m.
No. 80, Atchison to Topeka, 5:30 p.m.
No. 81, Topeka to Atchison, 6:30 p.m.

ATCHISON, TOPEKA & SANTA FE
NORTH AND EAST.
Arrive Leave Arrive Leave
No. 82, Atchison to Topeka, 9:30 a.m.
No. 83, Topeka to Atchison, 10:30 a.m.
No. 84, Atchison to Topeka, 1:30 p.m.
No. 85, Topeka to Atchison, 2:30 p.m.
No. 86, Atchison to Topeka, 5:30 p.m.
No. 87, Topeka to Atchison, 6:30 p.m.

ATCHISON, TOPEKA & SANTA FE
SOUTH AND WEST.
Arrive Leave Arrive Leave
No. 88, Atchison to Topeka, 9:30 a.m.
No. 89, Topeka to Atchison, 10:30 a.m.
No. 90, Atchison to Topeka, 1:30 p.m.
No. 91, Topeka to Atchison, 2:30 p.m.
No. 92, Atchison to Topeka, 5:30 p.m.
No. 93, Topeka to Atchison, 6:30 p.m.

ATCHISON, TOPEKA & SANTA FE
NORTH AND EAST.
Arrive Leave Arrive Leave
No. 94, Atchison to Topeka, 9:30 a.m.
No. 95, Topeka to Atchison, 10:30 a.m.
No. 96, Atchison to Topeka, 1:30 p.m.
No. 97, Topeka to Atchison, 2:30 p.m.
No. 98, Atchison to Topeka, 5:30 p.m.
No. 99, Topeka to Atchison, 6:30 p.m.

ATCHISON, TOPEKA & SANTA FE
SOUTH AND WEST.
Arrive Leave Arrive Leave
No. 100, Atchison to Topeka, 9:30 a.m.
No. 101, Topeka to Atchison, 10:30 a.m.
No. 102, Atchison to Topeka, 1:30 p.m.
No. 103, Topeka to Atchison, 2:30 p.m.
No. 104, Atchison to Topeka, 5:30 p.m.
No. 105, Topeka to Atchison, 6:30 p.m.

ATCHISON, TOPEKA & SANTA FE
NORTH AND EAST.
Arrive Leave Arrive Leave
No. 106, Atchison to Topeka, 9:30 a.m.
No. 107, Topeka to Atchison, 10:30 a.m.
No. 108, Atchison to Topeka, 1:30 p.m.
No. 109, Topeka to Atchison, 2:30 p.m.
No. 110, Atchison to Topeka, 5:30 p.m.
No. 111, Topeka to Atchison, 6:30 p.m.

ATCHISON, TOPEKA & SANTA FE
SOUTH AND WEST.
Arrive Leave Arrive Leave
No. 112, Atchison to Topeka, 9:30 a.m.
No. 113, Topeka to Atchison, 10:30 a.m.
No. 114, Atchison to Topeka, 1:30 p.m.
No. 115, Topeka to Atchison, 2:30 p.m.
No. 116, Atchison to Topeka, 5:30 p.m.
No. 117, Topeka to Atchison, 6:30 p.m.

ATCHISON, TOPEKA & SANTA FE
NORTH AND EAST.
Arrive Leave Arrive Leave
No. 118, Atchison to Topeka, 9:30 a.m.
No. 119, Topeka to Atchison, 10:30 a.m.
No. 120, Atchison to Topeka, 1:30 p.m.
No. 121, Topeka to Atchison, 2:30 p.m.
No. 122, Atchison to Topeka, 5:30 p.m.
No. 123, Topeka to Atchison, 6:30 p.m.

ATCHISON, TOPEKA & SANTA FE
SOUTH AND WEST.
Arrive Leave Arrive Leave
No. 124, Atchison to Topeka, 9:30 a.m.
No. 125, Topeka to Atchison, 10:30 a.m.
No. 126, Atchison to Topeka, 1:30 p.m.
No. 127, Topeka to Atchison, 2:30 p.m.
No. 128, Atchison to Topeka, 5:30 p.m.
No. 129, Topeka to Atchison, 6:30 p.m.

ATCHISON, TOPEKA & SANTA FE
NORTH AND EAST.
Arrive Leave Arrive Leave
No. 130, Atchison to Topeka, 9:30 a.m.
No. 131, Topeka to Atchison, 10:30 a.m.
No. 132, Atchison to Topeka, 1:30 p.m.
No. 133, Topeka to Atchison, 2:30 p.m.
No. 134, Atchison to Topeka, 5:30 p.m.
No. 135, Topeka to Atchison, 6:30 p.m.

ATCHISON, TOPEKA & SANTA FE
SOUTH AND WEST.
Arrive Leave Arrive Leave
No. 136, Atchison to Topeka, 9:30 a.m.
No. 137, Topeka to Atchison, 10:30 a.m.
No. 138, Atchison to Topeka, 1:30 p.m.
No. 139, Topeka to Atchison, 2:30 p.m.
No. 140, Atchison to Topeka, 5:30 p.m.
No. 141, Topeka to Atchison, 6:30 p.m.

Train No. 1, for Mount Hope and Hutchinson and Geneseo.
Train No. 2, for Mount Hope and Hutchinson and Geneseo.
Train No. 3, for Mount Hope and Hutchinson and Geneseo.
Train No. 4, for Mount Hope and Hutchinson and Geneseo.
Train No. 5, for Mount Hope and Hutchinson and Geneseo.

Train No. 6, for Mount Hope and Hutchinson and Geneseo.
Train No. 7, for Mount Hope and Hutchinson and Geneseo.
Train No. 8, for Mount Hope and Hutchinson and Geneseo.
Train No. 9, for Mount Hope and Hutchinson and Geneseo.
Train No. 10, for Mount Hope and Hutchinson and Geneseo.

Train No. 11, for Mount Hope and Hutchinson and Geneseo.
Train No. 12, for Mount Hope and Hutchinson and Geneseo.
Train No. 13, for Mount Hope and Hutchinson and Geneseo.
Train No. 14, for Mount Hope and Hutchinson and Geneseo.
Train No. 15, for Mount Hope and Hutchinson and Geneseo.

Train No. 16, for Mount Hope and Hutchinson and Geneseo.
Train No. 17, for Mount Hope and Hutchinson and Geneseo.
Train No. 18, for Mount Hope and Hutchinson and Geneseo.
Train No. 19, for Mount Hope and Hutchinson and Geneseo.
Train No. 20, for Mount Hope and Hutchinson and Geneseo.

Train No. 21, for Mount Hope and Hutchinson and Geneseo.
Train No. 22, for Mount Hope and Hutchinson and Geneseo.
Train No. 23, for Mount Hope and Hutchinson and Geneseo.
Train No. 24, for Mount Hope and Hutchinson and Geneseo.
Train No. 25, for Mount Hope and Hutchinson and Geneseo.

Train No. 26, for Mount Hope and Hutchinson and Geneseo.
Train No. 27, for Mount Hope and Hutchinson and Geneseo.
Train No. 28, for Mount Hope and Hutchinson and Geneseo.
Train No. 29, for Mount Hope and Hutchinson and Geneseo.
Train No. 30, for Mount Hope and Hutchinson and Geneseo.

Train No. 31, for Mount Hope and Hutchinson and Geneseo.
Train No. 32, for Mount Hope and Hutchinson and Geneseo.
Train No. 33, for Mount Hope and Hutchinson and Geneseo.
Train No. 34, for Mount Hope and Hutchinson and Geneseo.
Train No. 35, for Mount Hope and Hutchinson and Geneseo.

Train No. 36, for Mount Hope and Hutchinson and Geneseo.
Train No. 37, for Mount Hope and Hutchinson and Geneseo.
Train No. 38, for Mount Hope and Hutchinson and Geneseo.
Train No. 39, for Mount Hope and Hutchinson and Geneseo.
Train No. 40, for Mount Hope and Hutchinson and Geneseo.

Train No. 41, for Mount Hope and Hutchinson and Geneseo.
Train No. 42, for Mount Hope and Hutchinson and Geneseo.
Train No. 43, for Mount Hope and Hutchinson and Geneseo.
Train No. 44, for Mount Hope and Hutchinson and Geneseo.
Train No. 45, for Mount Hope and Hutchinson and Geneseo.

Train No. 46, for Mount Hope and Hutchinson and Geneseo.
Train No. 47, for Mount Hope and Hutchinson and Geneseo.
Train No. 48, for Mount Hope and Hutchinson and Geneseo.
Train No. 49, for Mount Hope and Hutchinson and Geneseo.
Train No. 50, for Mount Hope and Hutchinson and Geneseo.

Train No. 51, for Mount Hope and Hutchinson and Geneseo.
Train No. 52, for Mount Hope and Hutchinson and Geneseo.
Train No. 53, for Mount Hope and Hutchinson and Geneseo.
Train No. 54, for Mount Hope and Hutchinson and Geneseo.
Train No. 55, for Mount Hope and Hutchinson and Geneseo.

Train No. 56, for Mount Hope and Hutchinson and Geneseo.
Train No. 57, for Mount Hope and Hutchinson and Geneseo.
Train No. 58, for Mount Hope and Hutchinson and Geneseo.
Train No. 59, for Mount Hope and Hutchinson and Geneseo.
Train No. 60, for Mount Hope and Hutchinson and Geneseo.

Train No. 61, for Mount Hope and Hutchinson and Geneseo.
Train No. 62, for Mount Hope and Hutchinson and Geneseo.
Train No. 63, for Mount Hope and Hutchinson and Geneseo.
Train No. 64, for Mount Hope and Hutchinson and Geneseo.
Train No. 65, for Mount Hope and Hutchinson and Geneseo.

Train No. 66, for Mount Hope and Hutchinson and Geneseo.
Train No. 67, for Mount Hope and Hutchinson and Geneseo.
Train No. 68, for Mount Hope and Hutchinson and Geneseo.
Train No. 69, for Mount Hope and Hutchinson and Geneseo.
Train No. 70, for Mount Hope and Hutchinson and Geneseo.

Train No. 71, for Mount Hope and Hutchinson and Geneseo.
Train No. 72, for Mount Hope and Hutchinson and Geneseo.
Train No. 73, for Mount Hope and Hutchinson and Geneseo.
Train No. 74, for Mount Hope and Hutchinson and Geneseo.
Train No. 75, for Mount Hope and Hutchinson and Geneseo.

PUT YOUR
IF YOU WANT
TO SELL
Real Estate
TO GET
To Boarders
TO HIRE
Help
TO SELL
Your Business
TO RENT
Rooms
TO SELL
Your Bike
Or in fact if you
want to buy, sell
or rent anything.

SUNDAY'S EAGLE
ST. LOUIS & SAN FRANCISCO R. R.
"FRISCO LINE."
LOW WINTER TOURIST RATES.
Parties desiring to go to a winter resort or making a pleasure trip to southern points, should not fail to call on Frisco Line city ticket agent